

EARLY FORD V8 CLUB #109

[www. Earlyfordv8victoria.com](http://www.Earlyfordv8victoria.com)

P.O. Box 53517 Broadmead RPO

Victoria, B.C. V8X 5K2

May 2015 Newsletter



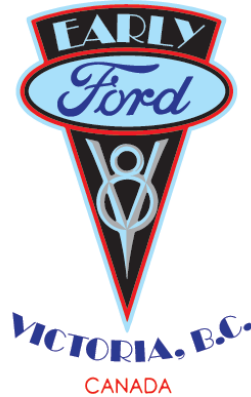


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We gratefully welcome contributions from EFV8 members and associates for inclusion in the Rumbles Newsletter. Thank you to everyone who has assisted so far!!





The Executive Crew

POSITION	NAME	TELEPHONE	EMAIL
President	Vic Nordstrom	250 652 5631	vicalice@shaw.ca
V President	Bill Pritchard	250 656 7029	bpritchard@shaw.ca
Treasurer	Jim Jennings	250 477 5594	Jennings@telus.net
Secretary	Gary Nordstrom	250 652 4865	gnordstrom@shaw.ca
	Fraser Kaye	250 593 0122	jfraserk@shaw.ca
Directors	Dennis Mounce	250 478 6440	d&bounce@telus.net
	Lauri Stevens	250 478 7565	lauristevens@shaw.ca





EARLY FORD V8 CLUB R.G. #109

Victoria, British Columbia

Meeting Minutes May , 2015

No formal meeting convened for May. A Fords & Friends update will follow by separate email.

2015 CLUB AGENDA / SCHEDULE.

EARLY FORD V8 CLUB
VANCOUVER ISLAND REGIONAL GROUP #109
C/O Vic Nordstrom, President
Home phone 250-652-5631 Cell 250-589-5631 email. vicalice@shaw.ca

Next club meeting is June 9th – at SHAS.

ACTIVITY AGENDA – May through September.

May 9th Saturday Poker Run.

May 30th. Annual BBQ, will be at The Well

June 9th regular meeting at the Artifacts. Heritage Acres.

July 19th is the 35th Annual Ford & Friends Show and Shine.

August 22nd Annual BBQ at Norrie Spencer residence.

September 8th Regular club meeting at The Well.

September - EFV8 club tour. Details to be confirmed. Jim J.

December 4th Annual EFV8 club Christmas party.



MEMBER PROFILE SPECIAL FEATURE

GORD HARSELL EFV8 CLUB #149

Reprinted from "I'll never forget my first car" courtesy of Bill Sherk.

CHAPTER THIRTY-TWO:

GORD HARSELL'S 1941 MERCURY CONVERTIBLE *By Gord Harsell*

Gord Harsell's words below were included in a story I wrote about his first car for Old Autos newspaper, December 3, 2001.

I purchased my first red 1941 Mercury convertible in Leaskdale, Ontario, in 1952. Leaskdale is about six miles north of Uxbridge with one small garage, one church, one general store, and one used car lot, with a population of fifty or sixty people. I don't recall the name of the car lot or the person who ran it, nor the price of the car — maybe about \$300, which was a very high price for a car at that time. But convertibles (except for Model T's) were in short supply, and age sixteen only comes once.



Gord Harsell is holding the hood from his very first car, the 1941 Mercury convertible he sold fifty years earlier. This is all that's left of that car. Gord is pointing to the hole he drilled in the hood more than fifty years ago to install a big chrome-plated swan hood ornament, a popular accessory in those days.

At that time my only expenses were clothes and gasoline, about twenty-eight cents a gallon, two dollars' worth would last all week and about five dollars' worth on weekends.

Looking back, it seems my only activities were working at GM in Oshawa, driving around in my car, going to shows through the week and to dances all around the area on the weekends. What a time to have a convertible! Tailor-made clothes, an abundance of pretty young ladies, and money in your pocket. The memories are probably far better than the reality, but I had fun!!!

I drove this car for two years, and friends recall that in the winter, snow blew in through the top of the windshield. In the summer there was much windburn on the back of my neck because I had the top down even when it was cold. The joys of having a convertible!



I sold this car in 1954 to Bill Morgan, who ran a garage in Uxbridge, where I lived. His nephew from Toronto fixed it up and repainted it yellow and black, added a continental on the back, and sold it to Bill Barton of Uxbridge. Bill drove the car for several years, then sold it to Mark Smith's Auto Wreckers in Udora, Ontario, where it sat for some time until someone from Port Perry bought it. Since then, neither Bill Barton nor I can find any trace of the car. No pictures that we know of survived, so all trace is lost.



This is what Gord Harsell found in Wisconsin after his retirement in 1997. From these pitiful remains, he is now bringing two 1941 Mercury convertibles back to life.

In this story, I described Gord's search for another 1941 Mercury convertible after his retirement in 1997. In Elroy, Wisconsin, he found the pitiful remains of a 1941 Mercury convertible with almost enough spare parts to build two. And that's what he's doing — restoring one to original and building the other as a street rod, with help from fellow 1941 Mercury enthusiasts in Ohio and as far away as Indonesia. When the story of Gord's original 1941 was published, we had our fingers crossed, hoping the car had survived the last fifty years and that we could find it. Well, most of the car is gone, but the hood still exists, and here is Gord's report.



Loaded up and leaving Wisconsin for Ontario. Gord's memories of his first car are about to come alive once more.



Noel Hamer of Odessa, Ontario, (well known in the old car hobby) called and told me that in 1967 he bought a door for a 1941 Mercury convertible from a man named Charnochan who lived south of Port Perry. Noel told me there was not much left of the car at that time. I called all the Charnochans in the phone book and finally talked to George Charnochan.

For years George's brother Jim bought interesting cars and parts from various locations around the area and brought them to the farm, and some parts he used and some parts he didn't, so some parts stayed around the farm for years. George told me when Jim bought the 1941 Mercury convertible from Harold Harding's wrecking yard (formerly Mark Smith's) in Udora, there was little left of it. The top mechanism, the right door, the trunk lid, and most of the stainless steel were missing. George informed me that he still had the hood from that car, which had lain in the barnyard for many years, and that was all that was left of the car, as many years before they had taken most of the cars and parts to the junkyard to clean up the farm.

I went to see the hood, and sure enough it was from my original Mercury. It was in very bad shape, but I wanted to buy it for nostalgia's sake to use on the car I am now building even though it will cost far more to restore than the hood is worth. George would take no money for the hood as he felt that I should have it free of charge since it meant so much to me.

In the picture of the hood I am pointing to some holes that I drilled with a hand twist drill in the hot sun to mount a silver swan, which was all the rage at that time. If not for *Old Autos* newspaper and Bill Sherk, I would never have known what happened to my old car nor have the hood in my possession. For this I am very thankful.

It should be noted that Gord Harsell has found other owners of 1941 Mercury convertibles in Canada and the United States — and a rare right-hand-drive, Canadian-built, Singapore-assembled 1941 Mercury convertible owned by Kevin White in Bali. And all this excitement because of the car he bought in 1952 when he was sixteen. And what memories!



In your teenage years with a convertible, girls as well as cars play a very big part in your life. I was possibly heading for the wilder side of life when I met Isobell. We went to various places such as Sunnyside and the Markham Fair for a year or so. Of course, when you have a car that is known in a wide area and you go steady with one girl, then someone sees you with another girl in your car, trouble happens and you find you no longer have a steady girlfriend.

My next steady girl, Elaine, had my undivided attention for several years, and we were an item. She outlasted the car, and we had many fun times together. I don't foresee changing my affection for old cars, but I would sell them all if it would buy me a few weeks of fun that I was fortunate enough to have in the early 1950s.

On September 12, 2004, Gord parked his newly restored 1941 Mercury convertible at 81 Victoria Drive in Uxbridge, Ontario, where his first 1941 convertible would have been parked many times fifty years ago. Gord's parents lived in that house from 1945 to 1986.





CLUB NEWS.



On May 9th the EFV8 club #109 held our first **Poker Run** of the year. The event was well organized by our own Gary Clarke and several club cars toured five separate Seniors Care Residences throughout Victoria. The club was fortunate to have very special guests; **Doug & Pauline Fox** join us with their 1956 Crown Victoria. Because Gary is such a considerate organizer he somehow managed to arrange for Doug & Pauline to win the poker hand. Winning prize was a great “car care kit”. There were many excellent moments with several residents as we all shared stories from the past. Net results are a successful run for all concerned and several invitations to come back soon. Congratulations and multiple thanks to Gary for stepping up and also to Doug & Pauline Fox for joining in. ***A really special day producing warmth and fond memories.***







Thank you all for your participation



Even more Club News!!



Bill Pritchard is pleased to announce a new addition to his family. Recently joining Bill's fleet is a pristine 1935 Ford touring sedan. This beauty came into Bill's life from the interior of BC and has a long history of TLC. A previous owner had this car for 50 years. Bill is emphatic that he will be the next 50 year owner.

Tony Cond has just completed a few major modifications to his Mercury M3. The switch to a T5 4 speed with OD and a 354 diffy has been a significant



improvement in the trucks driving operation. Tony says it's like driving a new truck! Lots of great help and expertise compliments of Fraser Kaye!!

Lauri Stevens has just completed an extensive 16 day cruise from Miami to San Francisco. From all accounts the trip was very enjoyable with lots of touring at many different ports of call. Ask him all about it when you get a chance.

THE BBQ WAS EXCELLENT

EFV8 109 had an excellent BBQ at The Well on May 30th with many members and favorite rides attending. Bill Pritchard did a great job cooking and actually made more smoke than Gary Clarke did at the meet & greet. Norrie wins the best ever tee shirt award with special mention going to Bill for his unique apron. Once again a special thanks to all members for assisting with loads of salads and desserts. All very good without exception! Great to see lots of members drive their specials for us to drool over.

Thanks to everyone for everything once again.





Fun from the web. Great links for your personal enjoyment – all contributions from EFV8 club members. All you have to do is right click and open hyperlink to connect to the site. Have fun.

<http://www.youtube.com/embed/nq2jY1trxqg?rel=0>

<http://safeshare.tv/w/sLtCVDmZnm>

<http://safeshare.tv/w/uKAIfLZUsX>

<http://www.jalopyjournal.com/forum/threads/video-toms-private-collection.955074/#.VlxXZyfh2Dw.email>

<http://devour.com/video/car-grinder/>

http://www.flickr.com/photos/blast_of_the_past/

<https://www.youtube.com/embed/bLtZNtvc1Aw> Thank you Lauri Stevens April 2015

<http://wpmedia.driving.ca/2015/02/dsc03509.jpg?quality=60&strip=all> Thank you Gary Clarke and Don MacPherson – April 2015

<http://biertijd.com/mediaplayer/?itemid=47217> Another great one from Lauri. Check this out! April 15

https://urldefense.proofpoint.com/v2/url?u=http-3A_hipspics.freewebspace.com_gas_gas.html&d=AwMFaQ&c=5qaU24Emulp-fzqwXAWUyHfhV6KzVMOip5exfSC7BVM&r=58PRX4qAsbs6bYj1puGpl0drczqlqISLtfvAnKb-8q4&m=rMOrAxatAWrn_UKhVVh3ajYsAhyx8liiYxL0ptunwww&s=-ChczSlM6PIOCVpW2mFCa7Fejx-QoaoNcVtkeoRsys&e= April 15

Special thanks to Vic Nordstrom for the above.



TECH TALK

If you have any technical issues you would like to share please submit to the Rumbles editor. Thank you.



Buy & Sell.



Gary Clarke offers two 9 super 7 carbs on an Offy intake manifold. For 1949 to 53 Flathead engines. Near new I paid \$899.US. Plus shipping and tax. Asking \$750. Can.

Tel 250 652 9823 or monty57@telus.net



1935 Ford flathead engine, 21 stud. Was running when taken out of car. Burn oil, so does need rebuild. Asking \$400. Gary Clarke is waiting for your call. Can be reached at 250 652 9823 or monty57@telus.net .

WANTED! by Bruce Somers PLEASE! 250 478 9951 or Bsomers00@hotmail.com

- 1 Right rear Model A fender – 1928.
2. One headlight bucket (1928/29) Model A
3. Kelly Hayes wire wheels. 5 on 4 ½" x 16" dia. - Prefer painted type.

Wanted. Jim Jennings needs a 6 volt AC battery, and he is willing to pay something for it! (Extra if you bring caustic soda with it)

WANTED. 49-54 V8 Ford or Mercury flat head, preferably recently rebuilt, even better if connected to newer automatic transmission. Also brake upgrade parts [juice] keeping the original rim option;

Dennis Tait 250 845 9524 [cell] Houston BC.



Searching for: 1948 to 1953 flathead engine. Bell housing on the back. Please contact Rusty in Cobble Hill at 250 743 7027, or rusticker7@gmail.com. Information sent in by Sharon Prior sbprior@shaw.ca.

Vic has 2 pickup boxes for sale. Ford issue of course.

Just for Laughs. Compliments fo Lauri Stevens.

Jack Daniels Fishing Story

I went fishing this morning, but after a short time I ran out of worms.

Then I saw a cottonmouth with a frog in its mouth.

Frogs are good bass bait.

Knowing the snake couldn't bite me with the frog in its mouth, I grabbed it right behind the head, took the frog, and put it in my bait bucket.

Now the dilemma was how to release the snake without getting bit. So, I grabbed my bottle of Jack Daniels and poured a little whiskey in its mouth. Its eyes rolled back, and it went limp.

I released the snake into the lake without incident and carried on fishing, using the frog.

Not long after, I felt a nudge on my foot. It was that damn snake ... with two more frogs.

Life is good.



VIA FB.COM



COMMITTEES / UPDATES. 2015



Membership & Newsletter.

Vic Nordstrom, Bob Cox, Chris Chown



Ford & Friends Car Show & Shine 2015

Bruce Somers coordinator. July 19th, 2015



Annual BBQ. At "The Well" in May 30th 2015.



Tours.

Gary Clarke coordinator with Vic Nordstrom



Annual Christmas Party

Steve Butler & Anna Meyer.



Fun Page
This Day in History.



May 23rd, 1934

**Outlaws Bonnie and Clyde shot to death in
stolen **Ford****



On this day in 1934, wanted outlaws Clyde Barrow and Bonnie Parker are shot to death by Texas and Louisiana state police officers as they attempt to escape apprehension in a stolen 1934 Ford Deluxe near Bienville Parish, Louisiana.

Beginning in early 1932, Parker and Barrow set off on a two-year crime spree, evading local police in rural Texas, Louisiana and New Mexico before drawing the attention of federal authorities at the Bureau of Investigation (as the FBI was then known). Though the couple was believed to have been responsible for 13 murders by the time they were killed, along with several bank robberies and burglaries, the only charge the Bureau could chase them on was a violation of the National Motor Vehicle Act, which gave federal agents the authority to pursue suspects accused of interstate transportation of a stolen automobile. The car in question was a Ford, stolen in Illinois and found abandoned in Pawhuska, Oklahoma. Inside, agents discovered a prescription bottle later traced to the Texas home of Clyde Barrow's aunt.

As authorities stepped up the pressure to catch the outlaw couple, the heavily armed Barrow and Parker were joined at various times by the convicted murderer Raymond Hamilton (whom they helped break out of jail in 1934), William Daniel Jones and Clyde's brother Ivan "Buck" Barrow and his wife, Blanche. In the spring of 1934, federal agents traced the Barrow-Parker gang to a remote county in southwest Louisiana, where the Methvin family was said to have been aiding and abetting the outlaws for over a year. Bonnie and Clyde, along with some of the Methvins, had staged a party at Black Lake, Louisiana, on the night of May 21. Two days later, just before dawn, a posse of police officers from Texas and Louisiana laid an ambush along the highway near Sailes, Louisiana. When Parker and Barrow appeared, going some 85 mph in another stolen Ford—a four-door 1934 Deluxe with a V-8 engine, the officers let loose with a hail of bullets, leaving the couple no chance of survival despite the small arsenal of weapons they had with them.

The bullet-ridden Deluxe, originally owned by Ruth Warren of Topeka, Kansas, was later exhibited at carnivals and fairs then sold as a collector's item; in 1988, the Primm Valley Resort and Casino in Las Vegas purchased it for some \$250,000. **Barrow's enthusiasm for cars was evident in a letter he wrote earlier in the spring of 1934, addressed to Henry Ford himself: "While I still have got breath in my lungs I will tell you what a dandy car you make. I have drove Fords exclusively when I could get away with one. For sustained speed and freedom from trouble the Ford has got every other car skinned and even if my business hasn't been strictly legal it don't hurt anything to tell you what a fine car you got in the V-8."**





This newsletter is provided free of charge to members and associates of the
Early Ford V8 Club R.G. 109.

Should you wish to contribute an item or offer comments please contact:

Chris D. Chown via email at cdchown@outlook.com.

Thank you.

